

LOUDOUN COUNTY PLANNING COMMISSION

ACTION SUMMARY

THURSDAY, JANUARY 22, 2009

6:00 P.M. WORKSESSION

LOCATION: PURCELLVILLE ROOM
Government Center
1st Floor

Commissioners Present: Peggy Maio, Chairman, Blue Ridge District; Sandra Chaloux, Dulles District; Michael Keeney, Sugarland Run District; Gigi Robinson, Leesburg District; Helena Syska, Sterling District.

Commissioners Absent: Erin Austin, Catoctin District; Chris Brodrick, Potomac District; Robert Klancher, Vice-Chairman, Broad Run District; Christeen Tolle, At Large.

Staff Present: John Merrithew, Assistant Director of Planning; Art Smith, Office of Transportation Services; Planners: Marchant Schneider, Kelly Williams; Nancy Bryan, Recording Secretary.

Guest Attendee: Mary Harper, Leesburg Planning Commission

1. DISCLOSURES

- a. Ms. Robinson met on January 20, 2009 with the applicant representative for the Loudoun Valley Estates II application; met on January 21, 2009 with Moorefield Station representatives.
- b. Ms. Chaloux met with the applicant representatives for the Loudoun Valley Estates II application; met with Moorefield Station representatives on January 21, 2009 for a site visit.
- c. Ms. Syska spoke with Frank Stearns regarding the upcoming Sterling Safeway Sign Plan; received an e-mail and telephone call from the Nordahl's regarding the Springdale Montessori school application and referred them to various resources for assistance.
- d. Ms. Maio had a telephone call on January 22, 2008 with Mr. Nordahl regarding the Springdale Montessori School application; had a phone call from Bob Sevila on January 16, 2009 regarding the Springdale Montessori School application.

2. LAND DEVELOPMENT FEE SCHEDULE

The Commission received a revised Land Development Fee Schedule adopted by the Board of Supervisors on January 21, 2009, which will become effective on March 2, 2009. All of the changes apply to legislative applications.

3. ZCPA 2007-0004, ZMOD 2007-0005, MOOREFIELD STATION

Ms. Chaloux moved, seconded by Ms. Robinson that the Planning Commission forward ZCPA 2007-0004, ZMOD 2007-0005, Moorefield Station to the Board of Supervisors with a recommendation of approval for the following zoning concept plan amendments and zoning modifications:

1. Administrative amendments:

- Reflect the subsequent Final Development Plan (2004-0002) for the Outer Transit Designed Supportive Area (TDSA) as illustrated on Sheet 7 of the May 2007 Moorefield Station CDP.
 - Reflect subsequent changes in ownership within and adjacent to the subject parcels as illustrated on sheets 3, 5, 6, 7, 11, 13, 14, 16, 17, 22, 23, and 24 of the May 2007 Moorefield Station CDP.
 - Clarifying charts and exhibits demonstrating compliance with Zoning Ordinance regulations and proffers – Sheet 2.
 - Identifying conversions of public streets to a private driveway for the public safety center. The Planning Commission further supports the use of private streets in the Inner TDSA parcel that is bounded by Centergate Drive to the north, Claude Moore Avenue to the west, and Heirloom Drive to the east. We recommend approval of sheet 9 of the plat which identifies the type and specifications of private roads to be built there. However, we recommend that the actual orientation and street layout of the private streets, as depicted on Exhibit D be determined at the FIDP stage of County review.
2. Amendment to permit individual lots within the TDSA to exceed the 0.40 Floor Area Ratio (FAR), so long as the overall FAR does not exceed 0.40, referencing Exhibit D identifying the land bay east of Heirloom Drive would increase from 0.60 to 1.0 FAR; the area west of Claude Moore Avenue would increase from 0.40 to 0.60 FAR; the area east of Ryan Road and south of Melinda Drive would reduce from 1.0 FAR to 0.40 FAR.
 3. Amendments to the phasing plan for the mix of uses at the Car Phase within the TDSA as specified on Sheet 2 note 15.
 4. Zoning Ordinance Modification to permit a private street to serve a use other than a single family attached, townhouse or multi-family use – specifically for the Public Safety Center.

(5-0-4, Austin, Brodrick, Klancher, Tolle absent)

Ms. Chaloux moved, seconded by Ms. Robinson that the Planning Commission forward ZCPA 2007-0004 and ZMOD 2007-0005 to the Board of Supervisors with a recommendation of denial for the following zoning concept plan amendments and zoning modifications:

1. Proffered design standards establishing continuity of building façade to meet the off-street parking requirements for the PD-TRC Zoning District Requirements (TDSA). The Planning Commission recommends that these determinations be made at the FIDP stage.
2. Zoning Ordinance Modification to exclude alleys and sight-distance easements from required street tree planting areas. The Planning Commission recommends that these decisions be made during the FIDP review.

3. Zoning Ordinance Modification to increase from 30% to 50% the amount of on-street parking spaces located within 400 feet of a community center that can be credited to meet the off-street parking requirement for the development.

The following Findings reflect both the recommendations for approval and denial:

1. The proposed Zoning Concept Plan Amendment (ZCPA) and Zoning Ordinance Modification (ZMOD) regarding off-street parking requirements within the Transit Designed Supportive Area (TDSA) are not consistent with the design policies of the Revised General Plan (page 6-30 Policy 9 and page 11-15) and the previously proffered Moorefield Station Design Guidelines (page 7 and 34).
2. The proposed parking arrangement for the community center within the Outer Transit Designed Supportive Area (TDSA) will not be convenient for the patrons of the community center and will be disruptive to adjacent residents who would have to accommodate parking, traffic, and cut-through pedestrian traffic through residential yards to the community center. The County has already received complaints from HOAs about inadequate parking at similar previously built community centers.
3. Transit Oriented Development (Revised General Plan Policy 6-23a.). The highest land use intensities will be located close to the transit stop at the commercial core (1/4 mile from the transit stop)... Land uses will diminish in intensity as they increase in distance from the transit stop... The TOD will be surrounded by a transit-supportive area, providing for a complementary density and design transition from the intense TOD to the less-intense development outside the TOD. The proposal of a FAR of 1.0 on the southwestern portion of the TDSA is not consistent with this policy and not compatible with the adjacent low density Loudoun Valley estates residential community.

(5-0-4, Austin, Brodrick, Klancher, Tolle absent).

Staff Contact: Marchant Schneider